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Production of Rolling Stock and Locomotives

- Imports of foreign rolling stock have almost ceased. Yugoslav factories, including the "Jesenica" Factory at Smederevska Palanka and the "Djuro Djakovic" Industry at Slavonski Brod, are now producing a series of smaller standard-gauge passenger cars and some narrow-gauge (0.6-meter) locomotives for industrial purposes.
- The "Djuro Djakovic" plant is also building twenty 100-ton 0.76-meter-gauge locomotives to be completed in the course of this year. The locomotives so far constructed in this factory weigh between 18 and 26 tons. They were destined for use in factory sidings and for the transport of timber in the forests.
- The "Jesenica" plant has small cars as well as passenger cars for normal-gauge lines under construction. Production at present is at the rate of 20 to 30 units a year. The plant is also producing freight cars and oil tank cars. Production of freight cars for loads of up to 60 tons and with six axles has just been started.
- No new 0.76-meter-gauge passenger cars are under construction in Yugoslavia. New 1.00-meter-gauge passenger cars are being constructed at the State railway yards at Belisce, which is the only district in which such a gauge is in use.

Repairs

- The railway yards at Zagreb and Maribor are carrying out repairs on passenger cars with four axles as well as on freight cars with four axles for normal-gauge

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railways. Those yards also effect repairs of normal-gauge cars and two-axle cars, and such repairs are also done at the railway yards at Zrenjanin.

6. Repairs of cars for narrow-gauge lines are effected at Sarajevo and Belisce.
7. Electric locomotives of the Istrian Railways¹ are repaired at Rijeka and at Zagreb by the "Rade Koncar" works.

Rolling Stock

8. The Yugoslav State Railways now possess 4,017 passenger cars of all gauges. Of these, the following number is now undergoing repairs and renovations:

a. Normal gauge:

Normal repairs. 179
Renovations and new bodywork. . 419

b. Narrow gauge:

Normal repairs 33
Renovations and new bodywork . . 33

9. At the end of 1951 there existed the following categories of passenger cars renovated and repaired:

Normal gauge. 3,239
Narrow gauge, 1.00 meter. . . 36
Narrow gauge, 0.75 meter
and 0.76 meter. . . . 533
Narrow gauge, 0.60 meter . . . 61

Total 3,869

10. In 1951 there were about 34,233 standard-gauge freight cars in good condition at the disposal of the Yugoslav State Railways. In addition there were 4,500 narrow-gauge cars giving a total of 38,723 freight cars. Furthermore, there was an unknown number of cars off the rails for repairs.

11. With this rolling stock in operation a turnover of 3,016,100 freight cars was achieved in 1951. The breakdown for the different gauges is as follows:

Standard-gauge lines 2,305,300
Gauges of 0.76 meters linked up with other gauge systems . . 434,700
Gauges of 0.76 meters not linked up with other systems . . . 168,600
Gauges of 0.60 meters. 33,400
Gauges of 1.00 meters. 74,100

12. In October 1951, 3,000 standard-gauge cars were set aside for coal transport.

Locomotives

| Year | <u>Standard gauge</u> | | <u>Narrow gauge</u> | |
|------|-----------------------|----------------|---------------------|----------------|
| | <u>Passenger</u> | <u>Freight</u> | <u>Passenger</u> | <u>Freight</u> |
| 1950 | 450 | 1,245 | 88 | 469 |
| 1951 | 438 | 1,289 | 83 | 435 |

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The increase in the total for 1951 on standard gauge was partly due to the purchase of locomotives from Germany and partly to renovations. The decrease in the narrow gauge was due to the scrapping of old locomotives.

Length of Railway Networks

| 14. Gauges | 1950 | 1951 |
|------------|---------------------|---------------------|
| Standard | 8,429.4 kilometers | 8,559.4 kilometers |
| 1.00 meter | 168.3 kilometers | 168.3 kilometers |
| 0.76 meter | 2,598.2 kilometers | 2,598.2 kilometers |
| 0.75 meter | 41.1 kilometers | 41.1 kilometers |
| 0.60 meter | 323.6 kilometers | 323.6 kilometers |
| <hr/> | | |
| Total | 11,560.3 kilometers | 11,690.6 kilometers |

The figures given above for 1951 are not quite complete, owing to the difficulty in obtaining the exact length of certain newly constructed lines, such as Dobož-Banja Luka and Lupoglav-Staliže.

Repair of Passenger Cars

15. A credit of 60 million dinars was approved in 1952 for the repair of passenger cars on the internal and international lines. The following material was acquired on the basis of the credit:
 - a. 1,200 wash basins;
 - b. 1,200 water closets;
 - c. 15,000 meters of linoleum for the corridors;
 - d. 8,600 meters of lining for first- and second-class seats;
 - e. 5,000 meters of cloth for first- and second-class seats; and
 - f. 21,000 meters of material for window curtains.
16. The balance was used for installing electric light in 162 cars, but although these are in use they still lack generators and batteries. The latter are produced in Yugoslavia but generators are not and the lack of these is holding up the project. It is hoped that 97 cars, not yet equipped with heating equipment, will be so fitted in Yugoslav factories.
17. A new type of four-axle passenger car (the AL15) has been designed and production has been begun at the "Jesenica" factory. The AL15 car weighs about 24,000 kilograms.

1. Comment: This presumably refers to the line, which as far as is known, is the only electrified section in Istria.

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